

# MONTHLY AWARD WINNERS

## Unit Safety Award of Distinction

The 33rd Combat Communications Squadron (33 CCS) prevents safety incidents through a proactive safety awareness and prevention program, which is evident from over 130 days since the last on-duty safety incident. Proactive measures include the procurement of a scrolling marquee, sign placards, and pre-task safety briefing signs. The scrolling marquee is mounted in a prominent location within the squadron's primary building, visible by all members entering and exiting the building daily. Messages displayed on the scrolling marquee are centered on regional/environmental conditions affecting the safety of squadron personnel. Sign placards are located in high traffic areas, including entrances

to restrooms and hallways, and display the Group's weekly safety message. Pre-task safety briefing signs (2 feet by 3 feet) are located at the bay exits which maintenance personnel use to depart the building. The signs remind all personnel to conduct a safety briefing targeted at the specific task performed. The payoff of these actions is measurable and significant. 33 CCS personnel completed a full Air Mobile exercise, which tested the squadron's ability to pack required deployable Unit Type Code (UTC) equipment. 33 CCS personnel packed nine UTCs with zero safety incidents. Additionally, 33 CCS personnel prepped a 98-vehicle fleet for the Group's quarterly vehicle inspection, including washing, aligning, and inspecting all vehicles. End result: "Outstanding" rating and, more importantly, zero safety incidents. The key to preventing a safety mishap is stopping it before it happens. The 33 CCS takes all the right PROACTIVE steps needed to prevent mishaps before they occur!



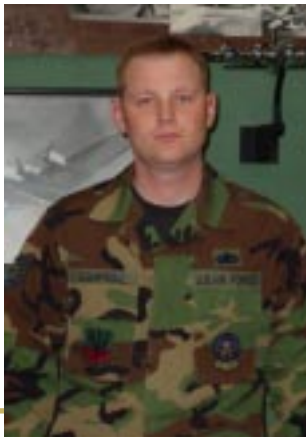
**33rd Combat Communications Sqdn.,  
3rd Combat Communications Group, Tinker AFB, Oklahoma**

## QUARTERLY AWARD WINNERS

## Flight Safety Award of the Quarter

T Sgt Campbell was observing Aft Optical Bench (AOB) maintenance in the Airborne Laser clean room when he noticed that current wire wrapping and securing did not appear to meet Air Force and contractor standards. He researched and suggested implementation of common Air Force procedures. The contractor reviewed the procedures and implemented a change on the spot. Sergeant Campbell's consistent attention to detail not only reduced foreign object damage potential and electrical wire chaffing in the \$5 million AOB, but prevented possible equipment damage, increasing the safety of the flight crew. He followed-up on corrective actions to ensure they were incorporated into the engineering drawings and that Federal Aviation Administration certifications were met. Sergeant Campbell's discovery saved more than 300 man-hours of re-work to the AOB and the safety hazard associated with it. A couple of weeks later, Sergeant Campbell attended a 1-day class at Hales Engineering in

Camarillo, Calif., dealing with Airborne Laser Aerospace Ground Equipment. During this visit, he was asked to train five subcontractors on Hydraulic Test Stand operations. Sergeant Campbell performed a prior-to-use inspection on the test stand, which revealed loose and malfunctioning equipment control knobs. He repaired the knobs and upon starting the test stand, he noticed a leaking fuel line on the return side of the motor, which he isolated and repaired. Without repairs, the leak would have escalated, posing potential harm to personnel and destruction of the government-owned stand worth \$95,000. His findings were elevated, and formally documented to ensure a long-term fix. After completing the test stand training, Sergeant Campbell inspected a chiller unit slated for use in the Systems Integration Lab. An inspection led to the identification of: incorrect weld and solder joints, the installation of incorrect hardware, an electrical system that was not isolated from possible water contact, a broken wire, and unsupported wiring harnesses. His findings were immediately elevated and documented, successfully avoiding program delays.



**TSgt James L. Campbell, Jr.,  
31st Test & Evaluation Sqdn., Edwards AFB, California**

## Ground Safety Award of the Quarter

In response to a commander directive requiring all personnel to be trained prior to further All Terrain Vehicle (ATV) and off-road motorcycle riding, MSgt Shipman established an off-road vehicle training program from scratch within 3 weeks. He researched and evaluated training options, coordinated with the Specialty Vehicle Institute of America (SVIA) and 27th Security Forces Squadron to obtain qualified ATV instructors. He worked with the 27th Civil Engineering Squadron to develop a training range, submit environmental documents, and obtain riding approval. To provide off-road motorcycle training, he solicited highly qualified motocross riders to design a syllabus to mirror the Motorcycle Safety Foundation street course. His tireless effort satisfied the entire initial wing requirement and allowed 58 ATV riders and 48 off-road motorcycle riders to get back to riding their vehicles within 1 month. Sergeant Shipman then set his focus on long-term sustainment of the off-road program. He solicited wing volunteers to become SVIA ATV instructors, obtained commander approvals, and organized a SVIA instructor course. He recruited a SVIA Military Chief

Instructor from off-station to travel to Cannon Air Force Base, N.M. He secured an off-base track for use as a recurring training site and set up periodic dirt-bike courses using experienced riders as instructors. Filling an Air Combat Command (ACC) core unit tasking, he deployed to Red Flag and spearheaded the ground safety effort. He managed 12 deployed Unit Safety Representatives (USRs) and ensured proper ground safety incident documentation. During a spot inspection of end-of-runway operations, he identified a potential foreign object damage issue with concurrent heavy and fighter aircraft operations. He coordinated with operations and maintenance to modify arming procedures to help mitigate the hazard. His resolute safety efforts resulted in zero reportable ground mishaps during the entire deployment. Sergeant Shipman re-energized the wing ground safety training program. He integrated applicable Occupational Safety and Health Administration (OSHA), Air Force Occupational Safety and Health, and ACC ground safety requirements into a one source document for units to reference and implemented a quarterly USR ground safety training session to provide the most current safety information. Sergeant Shipman's dedication and initiative ensure the 27th Fighter Wing remains "Most Lethal" ... and safe.



**MSgt James A. Shipman,  
27th Fighter Wing, Cannon AFB, New Mexico**

## Weapons Safety Award of the Quarter

S Sgt Dale's stringent safety program management and positive attitude has had an outstanding effect on the success of Air Combat Command's singular air-to-ground Weapon System Evaluation Program (A/G WSEP). This is evidenced by the 86th Fighter Weapons Squadron's sustained mishap-free record despite an aggressive munitions and aircraft evaluation schedule. Sergeant Dale was personally responsible for the safe and reliable execution of all maintenance and logistics operations for three combat unit evaluations. These evaluations involved the deployment and re-deployment of 210 personnel, 12 tons of support cargo, 16 F-16 and eight F-117A combat aircraft. Sergeant Dale expertly supervised all aircraft maintenance and weapons loading phases while at a deployed location ensuring 100 percent technical compliance and uncompromising safety for all evaluated personnel. He also closely monitored end-of-runway arming and de-arming procedures for 24 live munitions aircraft

sorties, resulting in the successful release of 18 AGM-65 Maverick missiles, six GBU-10 and 12 GBU-24 laser-guided bombs and six GBU-31 Joint Direct Attack Munitions. His "safety-first" attitude, coupled with his vast technical know-how, proved invaluable during a recent combat aircraft parking separation distance conflict. Sergeant Dale spent 65 hours of disciplined self-study to become the squadron K-series explosive separation expert for all newly-fielded weapons. He personally advised the 53rd Wing Commander of the potential hazards associated with aircraft loaded with live CBU-105 Wind Corrected Munitions Dispensers parked along side similarly configured aircraft. The commander based his Operational Risk Management decision on this advice, optimizing scarce aircraft parking ramp space and executing a safe and reliable A/G WSEP assessment. He continued to demonstrate his intense dedication to providing a stellar safety program when he identified and corrected outdated AF Forms 55, Safety Record, during a random squadron wide self-assessment. He supervised the complete re-accomplishment of all forms in question and briefed supervisors on the form's proper use and purpose. He also illustrated the severe consequences to all personnel if they were not fully qualified on all critical safety tasks. Sergeant Dale's continuous efforts not just to maintain the status quo, but to improve our Safety Program, ensured a safe and efficient working environment for all squadron members.

**SSgt Stephen R. Dale, 86th Fighter Weapons Sqdn.,  
53rd Wing, Eglin AFB, Florida**